FLEET FOCUS

Port Royal celebrates millennium

By CTRMC (SW) Karen H. O'Connor
USS PORT ROYAL

More than 340 USS Port Royal (CG-73) Sailors took the new year by storm Oct. 1, 'officially ringing in the new year' at the annual ship's party at the Hale Koa hotel in Waikiki.

Port Royal is slated to deploy January 2000 with the John C. Stennis battlegroup, so when the time came to plan the annual ship's event, the Morale, Welfare and Recreation (MWR) committee decided to hold the holiday celebration a little bit early.

While in the planning stages, the MWR committee realized that up to half of the crew would be on holiday pre-deployment leave when the rest of the world would be celebrating in December, so the holiday idea was born.

"It was a great opportunity for families and friends to get together and celebrate all of the holidays in the remainder of 1999," said Lt. Cmdr. John T. Laure III, Port Royal's executive officer.

And celebrate they did. The party, supplemented by the MWR budget, cost each crewmember only five dollars a ticket for themselves and one guest. That ticket included a gourmet buffet featuring roast barron of beef, baked chicken with dressing, seafood curry and and excellent selection of side dishes, salsds and hors d'ouveres. Each guest also received a run at the famous Hale Koa desert table and a complimentary wine glass engraved with the Port Royal crest.

"The Hale Koa was outstanding," said event chairman Chief Electronics Warfare Technician (SW) Jeff Carder. "The food was out of this world."

The evening was opened with a few words by the commanding officer, Capt. Rick Easton, Jr., who praised the entire crew for their hard work and dedication. He also highlighted the work of the party committee: Carder, Storekeeper 1st Class (SW) Tilson Dyer, Ssonar Technician (Surface) 3rd Class Sheila Dall, Damage Controlman 3rd Class Ryan Pillow, Fire Controlman 3rd Class Mary Ann Smith and Personnelman Seaman Lauren Smith. An invocation was presented by Religious Program Specialist 2nd Class (SW/AW) Bernard Thomas.

Shortly after dinner the door prize presentations began and with 85 prizes available, one in every four guests walked away a winner that night. The two top prizes were a trip to an outer island and a five day, four night trip to Las Vegas.

Easton presented certificates of appreciation to members of the Port Royal Family Support Group who are slated to transfer: president Gloria Santos, vice president Allison Holton, and newsletter chairperson Jennifer Goelze.

"Sounds Etc." provided the dance must that culminated in a New Year's Eve countdown featuring party hats, leis, streamers and other regalia.

"I thought everyone had a good time," stated PN1 (SW) Michael Blaauw, who also helped draw the door prize numbers and who provided the evening's comic relief. Gunner's Mate 2nd Class Robert Hemmingway, the ship's photographer, took portraits for all interested in having one.

USS Port Royal photo

FC2 Bartholomew Hodlik wears a party hat, spins a noise maker and laughs out loud at USS Port Royal's (CG 73) New Year's celebration in October. Port Royal will be deploying during the holiday and chose to celebrate the millennium early.

Port Royal is known for her teamwork and did not forget the crew left standing watch during the party. The mess specialists were released from dinner responsibilities and MWR paid for pizzas for the watchstanders. In addition, door prizes were left on the ship and numbers were pulled throughout the evening. Eletrician's Mate 2nd Class (SW) Napolean Jackson summed up the evening by saying, "It was phenomenal! I really enjoyed it. Everyone had a chance to come out in a different atmosphere - to dress up and enjoy each other's company."

Chosin Sailors, Dubai athletes participate in sporting event

By Lt. Vic McInnis
USS CHOSIN

During USS Chosin's (CG 65) most recent port visit to Jebel Ali, United Arab Emirates (UAE), members of the ship's crew traveled to the Dubai Club for the Disabled for a community relations project. This particular event was a bit out of the ordinary for the hard charging War Dragon volunteers.

It was out of the ordinary not because the project wasn't physically demanding, but because the main event of the evening was a soccer match between the War Dragons and Dubai Club members.

While this project did not involve cleaning, repairing or building anything in the usual sense, a foundation of friendship and mutual respect was built on the playing field that day.

The Dubai Club for the Disabled was founded in 1988 as a result of a decree from the UAE Ministerial Rulers.

The club was designed to guarantee that the disabled are "offered the same rights and duties as any other member of society."

The club exists as a means of helping people overcome their handicaps so they may make their own contributions to the society and culture in which they live.

The staff works hard to ensure that each member of the club is challenged and rewarded for their efforts.

Commenting on the War Dragons' visit, Abdullah Hassan Ahmed, one of the club's directors, commented, "While this is not the first time U.S. Navy personnel have visited us, this visit is an important one because it shows all of us your commitment to what we are doing here. Our members and staff were very excited to learn that you were coming. This is a great gesture of friendship for us both."

The evening's events began with a formal gathering in the club's central room where the club's history and purpose were explained to the crew.

There was an exchange of gifts from the ship's crew to the staff and members of the Dubai Club for the Disabled and in return a plaque was presented to the War Dragons by the board of directors.

Several local newspapers were on hand to photograph and record the event for the local media. A local television crew filmed and interviewed some of the participants in the evenings events.

When the last camera clicked, and the reporters put away their note pads, the games began. Some of the volunteers found themselves challenged to games of chess against skilled and thoughtful opponents, while others made their way to the billiard table.

One volunteer, Electricians Mate 2nd Class Ray Pangramuyen from San Diego, Ca., spent the entire evening on the basketball courts. He said that he came along because, "I like to get to know about the people and culture in the countries that we make port visits to, and community relations projects are a good way to do that. The best part of the evening for me was watching the expressions on the club members faces when they scored two!"

Over on the soccer field, things were a bit faster paced.

The Dubai Club for the Disabled soccer team has traveled the world demonstrating expertise at the game most of the world refers to as football. Although the team members were deaf, their enjoyment of the game and dedication to its practiced skills was in no way hampered.

During the first half of the game they took an early two to one lead. The War Dragons played hard to get their single score and were impressed by the ability of their opponents. Chief Operations Specialist Cutkelvin, who captained the War Dragons team pointed out, "We have played all over the world too. These guys are good. Very good."

During the half time break members of both teams enjoyed the breather and refreshed themselves with a cooler full of bottled water and fruit juices.

The second half began as explosive as the first with the Dubai team scoring a third goal. The War Dragons answered with their second goal shortly afterward.

A long period of offensive and defensive play followed on both ends of the field. Towards the end of the second half the Dubai team scored it's fourth goal game winning goal to win the game.

Team members met in the center of the field to congratulate each other on a game well played before returning to the club. Intelligence Specialist 1st Class Chris Edwards from Douglasville, Ga. said "I just enjoyed watching them smile. That made my night. Boy! Am I tired!"

Back at the club, sandwiches had been prepared and were given to all along with more cold water and fruit juices. Sailors enjoyed the rest of the evening playing pool, ping-pong, and billiards.

Everyone engaged in small talk and memories of goals scored and missed during the football game. It was as Ahmed said in way of final thanks, "a significant gesture of friendship."

Golden Eagles soar during maintenance inspections

By Lt. D. Liebman
VP-9

In an aviation squadron, the maintenance department is the foundation upon which operational success is built. As such, aircraft maintenance accomplished properly and safely is critical to the foundation of success to any squadron. To this end, every 18 months and prior to deploying, each P-3 squadron must undergo an extensive maintenance inspection, the Aviation Maintenance Evaluation (AME). The AME reviews all of the squadron's maintenance programs and grades them accordingly, based upon their procedural soundness and their overall safety.

Going into this year's inspection, the Patrol Squadron 9 (VP-9) 'Golden Eagles' maintenance department were striving to equal last year's results which earned the squadron the Donald M. Neal Aircraft Maintenance "Golden Wrench" Award for the best Patrol Aviation Maintenance Department in the Pacific Fleet. Additionally in 1998, the squadron enjoyed its best ever performance on the AME. All 39 programs evaluated were found to be "on track" and 14 had "zero discrepancies."

This year's inspection was again conducted by staff members from Commander, Patrol and Reconnaissance Force, U.S. Pacific Fleet (CPRFP). Prior to the arrival of the inspection team, each maintenance workcenter prepared through the use of a Computerized Self Evaluation Checklist (CSEC) to ensure they were ready. In addition, the Quality Assurance Division continuously conducted audits on each of the various maintenance and safety programs, further ensuring the squadron's readiness.

As the inspection drew close, the VP-9 maintenance department felt confident that they had done well and thought that equaling last year's results was an attainable, though challenging goal. To the surprise of every maintainer, after this year's AME was completed and debriefed, the results exceeded all expectations. Cmdr. Dave Maynard, Assistant Chief of Staff for Maintenance, and Master Chief Aviation Ordnanceman T. J. Davis recapped the details of the AME and briefed the commanding officer of VP-9, Cmdr. Earl K. Hampton, Jr., on the highly successful results of the AME.

This year, 21 of 40 programs received "zero discrepancy" grades and all evaluated programs were "on track." This 50 percent increase in zero discrepancy programs far exceeded the expectations of the Maintenance Officer, Lt. Cmdr. McIntyre, who expected to do well but not to this degree. "This level of success is a true testament to the professionals in this squadron. This is the best Maintenance Department in the Fleet and these results prove it," stated McIntyre. Davis, the chief Inspector, remarked that VP-9 was well prepared for the inspection and personally recognized each program manager. The program managers were held personally accountable for preparing for the inspection, and as Davis pointed out, "their hard work paid off and the results speak for themselves."

Having done many AME inspections as an inspector himself, Master Chief Kascsak was impressed with the way the squadron was able to handle a full flight schedule during the inspection, while not skipping a beat. Overall, the AME inspection was a great success and VP-9 further proved that last year's AME was not a one-time occurrence, nor was it the best that it could do.

Frederick arrives in Australia

file photo

By Ens. Sharon Boyd
USS FREDERICK PUBLIC AFFAIRS

USS Frederick (LST 1184) departed Okinawa, Japan with USS Fort McHenry (LSD 43) and USS Mount Vernon (LSD 39) enroute Australia for their long awaited participation in Exercise Crocodile '99. Frederick is commanded by Cmdr. Alan R. Moore and is homeported in Pearl Harbor, Hawaii. The ship has a crew of 210 plus 285 Marines from Battalion Landing Team 1/5.

The three ships steamed in formation heading south and entered the Coral Sea. Three days later, the pilot boarded Frederick early in the morning for the 52 mile transit through Moreton Bay and up the Brisbane River to the city of Brisbane. As Frederick neared its destination, Navy and Marine Corps personnel "manned the rails." Frederick then passed under the gateway bridge and moored outboard of Fort McHenry at approximately 11:15 a.m. local time along the Sugar Wharf.

Shortly after arriving, the Australian boarding party came aboard the ship and provided a thorough port brief which highlighted the many fascinating and unique things to "see and do" in the city. Brochures with country information, maps of the city, and pre-arranged tour packages were also provided to crew members.

The Sailors and Marines of Frederick look forward to their time in Brisbane and the opportunity to make new friends and enjoy the activities of a new land.

Bravo Zulu

Patrol Squadron Nine (VP-9)

Meritorious Service Medal
AFCM William Kasack

Navy/Marine Corps Achievement Medal
AT1 Alvin Williams

Letter of Commendation
AD1 Kevin Boluhan
AD1 Preecha Hoorod
MS1 David Ragland
AO1 Todd Mequet
AD1 James Ferguson
AMS1 Theresa Anderson
AMS2 Vener Maranan
PH3 George Burton
ADAN Tac San
AN Edgar Carrera

Patrol Plane Mission Commander Qualified
Lt. Mike Moran
Lt. Jefferey Heidsieck

Safety Pro of the Month
AE2 Jeannie Quidachay
AE2 Doug Everts
AE3 Robert Stamper

Naval Brig Pearl Harbor

Promotion
MSC Juanito Liwanag

Staff Member of the Month
PO3 Imani Gudger

Around the Fleet

NAVSEA makes capital investment in Sailors with new "Smart Tools"

Pressing a right angled grinder to the floor deck panels in the engineering room of USS Caron (DD 970), Gas Turbine System Technician (Mechanical) 3rd Class Terry Sellers found it easy to remove rust and corrosion.

"It sure beats scraping the floor with a screwdriver and using abrasive pads, which is how we've done it in the past."

The grinder was just one of a number of tools being tested aboard USS Caron as part of the Capital Investment Program. The initiative is aimed at complying with Navy Secretary Richard Danzig's mandate to find ways to improve shipboard quality of life for Sailors. Besides the grinder, Sailors also tested a pneumatic chipping hammer (which looks like a small jackhammer), a power washer, a deck grinder, a newer technology needle gun, and "deck crawlers" (specialized grinders for taking up deck coatings).

USS Caron's Commanding Officer, Cmdr. William Harden, wasn't convinced that the tools would work effectively when NAVSEA materials engineer, Andy Seelinger, brought them aboard ship for the test.

"It only took me a week to become a believer," the commander said. "When I asked them point-blank whether the Navy should spend more money on them, the answer was a resounding 'yes'."

The Naval Sea Systems Command (NAVSEA) initially tested several power scrapers, grinders, and power washers at the corrosion control facility in Key West, Fla.

The best performers were forwarded to the Sailors aboard Caron for further testing. Seelinger's team will discuss the pros and cons offered by each of the tools, and ultimately make a recommendation as to which tools should be adopted for Navy-wide use.

Seelinger hopes that the tool manufacturers will eventually produce versions of the tools that will run on batteries rather than compressed air. Such tools would prevent pressurized air hoses from getting in the way during work, and present less of a tripping hazard to Sailors in tight workspaces. "Those types of tools would make the Sailors' lives even easier," Seelinger said.

Naval Surface Warfare Center at Annapolis closes

The Naval Surface Warfare Center at Annapolis closed Sept. 25, after more than 90 years of bringing new ideas to the fleet. The closure was in accordance with the Base Realignment and Closure Commission's decision to move personnel and facilities at Annapolis between Naval Ship Systems Engineering Station in Philadelphia, and the Naval Surface Warfare Center at Carderock, Md.

Originally known as the U.S. Navy Engineering Experiment Station(EES), this facility began it's service to the Navy through boiler corrosion control experiments and metallurgical studies. In 1942 Robert Goddard began on-site testing of jet-assisted take-off (JATO) rockets. Under his direction, rockets were attached to the PBY Catalina (seaplane) and tested on the Severn River.

Toward the end of World War II, EES as it was known, investigated enemy equipment and conducted research in gas turbines, machinery bearings and noise reduction.

In 1955 EES reengineered atmospheric control systems to allow Sailors to breathe air aboard nuclear subs that were submerged for months at a time.

"This facility may close, but your legacy will live," said Captain Preisel, Jr., commander of the Naval Surface Warfare Carderock Division in his remarks at the closing ceremony. "It continues in the ships and submarines in our Navy because every ship out there contains equipment developed at this lab."

He mentioned that personnel who have worked at the Annapolis lab had impacted the Navy in a lasting way: "their fingerprints have been all over the Navy for the last century and will continue to be for probably the next 10 to 15 years."

Warning center helps ensure safety at sea

By JO1 F.H. Mowry
PACFLT Public Affairs

JO1 F. H. Mowry)

George Dunnavan, a civilian contractor, checks the reading of a new beta system being tested at the Joint Typhoon Warning Center.

"Red skies at night, Sailors' delight. Red skies in morning Sailors' take warning."

For the past 40 years the Joint Typhoon Weather Center (JTWC) at Pearl Harbor, Hawaii, has been watching the skies to ensure the safety of Unites States ships, Department of Defense (DoD) and State Department personnel in the Western Pacific.

Using Air Force and Navy assets; which include state of the art satellites, thousands of reports from ships, aircraft and shore stations, JTWC tracks weather conditions from the International Date Line to the East Coast of Africa, an area of more than 53 million square miles.

JTWC in conjunction with Naval Pacific Meteorology and Oceanography Center issues weather advisories, alerts and warnings throughout the region.

"We are an important part of the team. JTWC is at the front end of a long trail of METOC [Naval Pacific Meteorology and Oceanography Center] directly supporting the warfighter's (sic) missions. Whether it be determining the movement of a ship or relocating aircraft, JTWC warnings and advisories play a crucial role and have a potential impact to the success of any mission," said Air Force Lt. Col. Wendell T. Stapler, Director of the JTWC.

Established by the Commander in Chief, U.S. Pacific Command and the Joint Chiefs of Staff after a series of deadly tropical storms, JTWC consolidates the tropical forecasting and reconnaissance efforts of both the Navy and the Air Force.

It was insufficient reconnaissance and poor forecasting that were blamed for the Dec. 17, 1944, incident where Adm. William "Bull" Halsey Jr. and the Third Fleet were suddenly overtaken by Typhoon Cobra.

The typhoon's sudden appearance inflicted damages throughout the fleet including capsizing three destroyers and the loss of 778 men and 146 aircraft. Seven months later Halsey's Third Fleet was again blindsided by a tropical storm.

Because of this second incident, the Army Air Corps' 55th Reconnaissance Squadron was tasked to provide hourly weather checks on the positions tropical weather systems. This cooperation between the Army Air Corps and Navy weather reconnaissance in the 1940s helped lay the foundation for today's JTWC.

Although designed specifically for military use, JTWC provides continuous support to all United States government agencies assets residing or operating within the Western Pacific and Indian Oceans.

In addition JTWC shares its advisories, alerts and warnings with civilian agencies as well as the general public at <www.npmoc.navy.mil/jtwc.html>.

The center also maintains a close relationship with the research community, the National Weather Service and other members of the United Nations World Meteorology Organization, who issues advisories, alerts and warnings to local civilian areas.

JTWC's support to units in the Western Pacific and Indian Oceans fills many of the gaps left open by civilian agencies in the Western Pacific and Indian Oceans. According to Lt. Anthony Cox, a JTWC Typhoon Duty Officer, the center tracks a storm system from start to finish, providing forecasts out to three days.

This differs from civilian agencies, as their forecasting is normally out to two days, within their assigned area.

For JTWC tracking a potential storm system begins by analyzing all the available data. Watching for pressure changes, wind speed, and looking at satellite images of the cloud line and how it is moving.

"Tropical convection and synoptic data can tell us how the winds are circulating and their strength." Cox said. "This information can alert us to the formation of a cyclone."

If a United States component is within a 72 hours range of a storm formation JTWC will begin issuing advisories based on the data they have analyzed.

"Whenever a tropical system begins genesis, initial advisories are issued to the nearest half-hour and remain I effect for up to 24 hours," said Cox. If the winds increase to reach a speed of 25 knots, roughly 30 miles per hour (35 knots in the Southern Hemisphere) the advisories become numbered tropical cyclone warnings.

According to Stapler, JTWC has a major role to play in safety of all missions taking place throughout the Pacific. Using the latest technology, a JTWC watch team consisting of a Typhoon Duty Officer, Typhoon Duty Assistant and Satellite Analyst watch the skies around the clock to provide the most accurate picture of what is happening over the Western Pacific and Indian Oceans.

Waste made good: transforming the undesirable

By Denise Emsley
PWC Public Affairs

Faced with stricter federal and state environmental regulations concerning the handling of biosolids or sewage sludge, the Navy's bold decision in 1996 has solidified its place as a good steward of the environment as well as a good neighbor to the people of Hawaii. That decision was to create a Biosolids Treatment Facility in Hawaii.

Currently, a one-of-a-kind operation within the DoD, the Navy's Biosolids Treatment Facility processes sewage sludge (also known as biosolids) and greenwaste to make a safe, desirable compost product. Although there are similar facilities that compost greenwaste or organic waste products within the DoD, none are quite as large as the Navy's facility on Oahu, which is the only one composting sewage sludge today.

The Navy's Biosolids Treatment Facility in Hawaii has been in full-scale operations for the past two years. Construction began in July 1996 and was completed in March 1997. The facility has a 300 x 300 ft. lined pad for processing biosolids and greenwaste and approximately 10 acres for curing and compost storage. It receives sewage sludge not only from the Navy's Wastewater Treatment Facility at Fort Kamehameha (Pearl Harbor); but, also from the Army's Wastewater Treatment Plant at Schofield Barracks. In addition, as part of a special intergovernmental pilot project agreement with the City and County of Honolulu, the Biosolids Treatment Facility began accepting sewage sludge from the city's Honouliuli Wastewater Treatment Facility in December 1998.

"This facility has successfully processed approximately 9,000 tons of biosolids and approximately 64,000 cubic yards of greenwaste into compost in almost two years of operations," said Steven Christiansen, the hazardous and solid waste division director, Navy PWC, Pearl Harbor, "This was only possible due to numerous innovative process improvements that have been developed and implemented by the our Solid Waste team."

As an owner of a large wastewater treatment plant, the Navy in Hawaii is responsible for handling approximately 5.5 million gallons of wastewater each day. This means it must properly dispose of four to eight wet tons of the biosolids or sewage sludge that remain after the wastewater treatment process is completed. In the past, the accepted practice for biosolids disposal was to bury them in specially designated landfills.

However, with changes in federal and state environmental regulations, the Navy realized it could no longer continue with this practice and began looking for alternatives. It was the Navy PWC, Pearl Harbor that took up this challenge and settled on the idea of composting. Through the diligent actions of members of the command's Environmental Department, the Navy's first Biosolids Treatment Facility was successfully established.

Composting biosolids is not a simple proposition. There is no "cookbook recipe" and many differing variables such as, climate, the amount and types of greenwaste, water etc... come into play during the composting process.

In addition, EPA has strict regulations for biosolids handling which provide specific temperature and contaminant thresholds that must be met.

For the Navy in Hawaii, there was an added degree of difficulty to overcome if composting its biosolids was to be successful. Oil from past leaks in pipelines and tanks, as well as petroleum spilled during the Japanese attack on Pearl Harbor in 1941, find its way into the Navy's wastewater system through pipe joints and seams, contaminating wastewater treated at the Navy's Wastewater Facility at Fort Kamehameha and the biosolids it produces.

"As a result of this contamination, our biosolids from Fort Kamehameha have an extremely high level of diesel range petroleum hydrocarbon (TPH) which must be remediated during the composting process," said Christiansen. "We conducted an extensive search of technical literature on remediating TPH through some sort of composting process. The search revealed that the TPH concentrations in our biosolids were much higher than those found in any previously recorded composting system.

Therefore, we were essentially on our own with regard to developing a process to convert both our biosolids into compost while degrading the petroleum hydrocarbon contaminates."

The Navy PWC, Pearl Harbor immediately embarked on several research projects to deal with this unique problem. They needed to demonstrate that petroleum based hydrocarbons could be successfully remediated using the composting process it established. One of their studies was recently presented at the In Situ and On-Site Bioremediation Conference, a federal and private industry environmental conference hosted in San Diego this past April. The study, which was quite extensive, involved the joint efforts of the Navy PWC, Pearl Harbor and Naval Facilities Engineering Service Center, Port Hueneme.

Together, they evaluated the impact a compost product derived from biosolids contaminated with petroleum hydrocarbons would have when used as a soil amendment on plant growth.

This study also examined the potential hazards of the compost, from a toxicology and a chemical constituents standpoint. This study was very thorough as it evaluated the soil, pour water, plants, and compost itself. Results demonstrated that the composting process, established at the Navy's Biosolids Treatment Facility in Hawaii, successfully degraded the petroleum based hydrocarbons found in biosolids from the Wastewater Treatment Plant at Ft. Kamehameha (Pearl Harbor) to levels well below the regulated limits provided by the EPA. The study also determined that there was no need for concern regarding the use of the final composting product in any application.

Another unique feature of the Navy's Biosolids Treatment Facility in Hawaii is its ability to accept palm fronds or palmatious greenwaste, which is not actively composted by others, into its composting process. Palmatious greenwaste has very long fibrous filaments which are slow to break down, and difficult to handle when using traditional composting techniques and equipment. However, the Navy PWC, Pearl Harbor has established a process that efficiently handles this type of greenwaste. As a result, the Navy's Biosolids Treatment Facility contributes even more to the state by reducing the large volume of palmatious greenwaste being sent to area landfills.

"Out of necessity, we developed a process which allowed us to use palmatious greenwaste," said Christiansen. "When we began our composting facility, the only greenwaste we could obtain was palmatious. Even today, it continues to be a large part of the greenwaste we receive at the Biosolids Treatment Facility since it is so readily abundant in Hawaii."

Through innovative thinking and bold actions, the Navy in Hawaii has built an indispensable facility and a viable composting process that successfully changes an unwanted waste stream into a useful and safe product. It has eliminated the need to establish new, expensive, biosolids landfills and reduced the amount of normal and palmatious greenwaste being delivered and buried in existing area landfills.

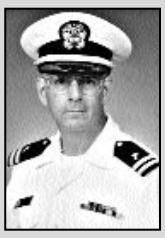
The Navy's Biosolids Treatment Facility has saved the State of Hawaii an important natural resource, land, for future generations.

ADS

ADS

CHAPEL PENNANT

Discoverers' Day or 'Discoveries' Day?



By Lt. Daniel E. McKay
USS LAKE ERIE

Without question, the story of Christopher Columbus is a fascinating one. The reviews, of course, are mixed. Some see him as a genius, visionary, and explorer while others view him as naive, greedy, and imperialistic. In all honesty he was in some shape or form each of these.

From any point of view, Columbus was a man with clay feet. Though highly intelligent he made gross navigational and mathematical errors. Nor was he the best listener. For example, members of his crew argued with him that Cuba was not China as he surmised. Rather than discuss the matter he swore his navigators' allegiance to his point of view. What's more he went to his grave insisting that he had reached the Indies even though the evidence presented by others of his day revealed otherwise.

Yet, despite his flaws we cannot and should not take away what Columbus and the brave 86 souls serving with him accomplished. Fact is they sailed on three very tiny vessels across the vast Atlantic in a world they discovered to be much larger than they imagined. They found new lands and people that virtually no other European had seen or known. And for good, bad, or indifferent the world changed drastically because of their discoveries.

As I reflect upon Columbus and his crew, I cannot help but think about our space program and the changes its discoveries have brought to our world. Only now, our desire is to determine the precise size of the universe and explore the wonders it contains. And so far, as with Columbus, the reviews are mixed. Some say the space program shows us to be the intelligent visionaries and explorers that we are meant to be. Others say the space program only reveals our naive greedy and imperialistic motives. If we are honest with ourselves, we need to admit the truth is a mixture of both. After all we, too, have feet of clay.

What Discoverers' Day may be about is not dwelling on the discoveries made back "when" or even discoveries "yet" to be made. Could it be about the needed discoveries in our own heart? What does it matter if we discover new planets or even new life forms, if we have not first explored and overcome the troublesome aspects of our own nature and character? What does our intelligence matter, if we have not first made certain of our own bearings and course? What does it matter that we behold new things with our eyes, if we have not improved our capacity to hear? Without taking the time to make the all-important journey into the deeper recesses of our heart, we are destined to make the same tragic mistakes that developed both during and after Columbus' voyage.

The wonderful thing is that this is what our Creator God invites us to do. His standing invitation is as we read in Isaiah 1:18: "Come now, let us reason together," says the Lord. "Though your sins are like scarlet, they shall be as white as snow; though they are as red as crimson, they shall be like wool." Honesty with ourselves and others before God will surely put us on the right course and enable us to see with eyes more clearly and provide open ears for fuller understanding. And from there who knows what new things God will enable us to discover and enjoy exploring-in terms of our relationship with Him, our self, others, and all of His creation? Find a place to worship and seek God's Kingdom this Sunday.

NCTAMS: Self-help division tackles many

Continued from A-1

for the Bronze Hammer Award. In order to be eligible for the Bronze Hammer, the submitting command must demonstrate strong support and involvement in the self-help program from the top, down.

The command must institute a workable self-help organization and mandate a full-time self-help Coordinator.

Effective use of Seabees leveraged with labor from other sources is critical to utilizing the abundant self-help resources at each and every command.

With proper planning and execution of quality work projects, the command must be willing to recognize people's efforts and provide adequate funding to allow the self-help program to prosper.

Through exceptional management control, the self-help program successfully accomplished over 63 significant projects, 446 service trouble calls, and continued to provide exceptional grounds maintenance support for the command.

These essential services provided by the self-help program resulted in savings of more than $1,635,095 to NCTAMS PAC and provided crucial savings to the U. S. Navy's scarce real property maintenance budget.

A total of 1,440 Seabee man-days in conjunction with 2,291 non-Seabee man-days were dedicated to support the command's self-help program.

NCTAMS PAC was directly responsible for dramatically improving the appearance and quality of life on board at the command.

The NCTAMS PAC Self-Help Division, consisting of eight Seabees and five Sailors, was led by division officer Lt.j.g. Rang, leading chief petty officer Chief Utilitiesman (SCW) Gerding, and Leading Petty Officer, Builder 1st Class (SCW) Hammond.

The NCTAMS PAC Self-Help Division has tackled all sorts of projects during CY98.

Projects consisted of renovations to several administration spaces, installation of a MWR jacuzzi, construction of a mini-golf course, remodeling of the galley's dry storage, upgrades to shop spaces, professional grounds maintenance, etc have inspired command personnel to take pride in their surrounding work and recreational areas.

The NCTAMS PAC Self-Help Program did not stop at the Self-Help Division. Several projects were undertaken by NCTAMS departments and divisions under the supervision of the Self-Help Division to enhance the quality of life of their work spaces and improve the command's overall appearance.

The results of the NCTAMSPAC Self-Help Program would not have been possible without the constant assistance and dedication from command personnel and tenant commands attached to NCTAMSPAC.

The active involvement in the development, sponsorship and completion of these self-help projects were the keys to NCTAMSPAC's success. Several of the larger projects would have never been initiated, much less completed without their proactive participation and commitment.

Personnel within the NCTAMSPAC Self-Help Division did not leave their accomplishments and successes at work.

Many volunteered off-duty hours at charity events that benefited the surrounding community. Time and energy was dedicated at Christmas in April, Earth Day, Whitmore Village Elementary School, beach-cleanups, Wahiawa's Veteran's Day parade, Special

FAP seminar for command leadership

Family Service Center

The Pearl Harbor Family Advocacy Program (FAP) offers a seminar for command Leadership providing information about the Command's role in Family Advocacy. This is essential for command leadership and command appointed family advocacy representatives. Command involvement and support in family advocacy matters is vital to ensure prompt preventive measures are developed, implemented, and effectively utilized.

The 'Seminar for Command Leadership' will be held on Oct. 13, 8 a.m. to noon at the Pearl Harbor Family Service Center (Bldg 193) in room 205. This seminar is recommended for Command that have not attended a FAP Seminar within the past year to year and a half.

Special topics for this seminar will include: Domestic Violence, Case Review Committee (CRC) Determinations and Medical Response, Prevention and the Command's Role.

Registration is required by close of business Monday.

For information call FSC Pearl Harbor at 473-4222, x232.

FISC Pearl embraces 21st century challenges

FISC Public Affairs

The Fleet and Industrial Supply Center (FISC) Pearl Harbor is one of six corporations whose mission is to stock and broker supplies, as well as to provide contracting and transportation services. Our primary customer base includes DOD corporations in the Pacific area.

Two years ago, we took a hard look at how we were conducting business, and we decided it was prime time to liberate our customers. Reengineering and streamlining of marketing functions became our focus, with a vision of providing a "one stop shop" value-added solution for our customers.

To ensure we were responding proactively to our customers' expectations and values, we teamed with two prototype corporations to identify what they considered essentials to streamlining their business processes.

Our challenge was to develop a solution that would capitalize on the power of the internet and provide a global, cost-effective, and timely infrastructure for unparalleled business opportunities.

Our motto became: "Build a complete internet solution into our business, and they will come."

This began our development of the Regional One Touch WEB Application.

The acquisition module of our Regional One Touch web Application empowers our customers to "shop till they drop."

When they enter our electronic store on the web, they can view and order commodities available from various sources of supply and determine the status of their purchases and shipments, thereby receiving complete and convenient solutions.

Another module of the web site enables service members to initiate shipment of their household effects when moving to another duty station and to retrieve status of their effects once they have been packed and shipped.

Benefits realized are:

- Customers become more self-sufficient by performing their own customer service functions;
- The services are available 24 hours a day, 7 days a week
- With information at their fingertips, customers can make better business decisions;
- The web site provides closer customer communication and feedback, thus enabling customization of products to meet customers' changing needs
- The site fosters creativity and better ways of doing business;
- The need for proprietary software/systems is reduced.

These benefits have increased five-fold with the implementation of this application to five other corporations within the Continental U.S. and Asia.

We continue to complete customer centric business solutions.

Opportunities for enhancements include: development of an intelligent agent to support more comparative shopping; instilling greater security to afford electronic payments; increased communications and partnerships with commercial suppliers, thus reducing DoD supply inventories; and a paperless office environment.

Our ultimate goal is to integrate creative solutions for streamlined business practices in support of greater customer service.

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Kamehameha: visits Jordan

Continued from A-1

tions and strengthen those relations."

"Jordan has always been a stabilizing country in this region and it's important for us to show our support," said Lt. j.g. Justin Miller from Mystic, Conn.

"We're strengthening our military ties with them and counting on them to continue to be a stabilizing force in this region."

"This is the first time a United States submarine has been in Jordanian waters, and I think that's a great accomplishment," said Gen. Peter Schoomaker, Commander in Chief, Special Operations Command, to the Kamehameha crew gathered on the ship's messdecks a day earlier. "It is with a great deal of pride that I listen to all of your accomplishments and how well you have executed the plan that was laid out and described to us in Hawaii. Thank you for your service and everything you have done by being great ambassadors for our nation here."

"Early Victor is multi-dimensional and involves a lot of Jordanian special forces as well as U.S. Navy, Army and Air Force personnel," said Lt. Chap Godbey, Kamehameha's weapons officer.

"We are here to assist in the exercise and demonstrate to the Jordanian special forces how we do what we do. We are strengthening our military-to-military ties and interoperability to have a feel for how the other side works."

Kamehameha works with the SEALs and divers of

Opportune

Continued from A-1

officially retired from the military are ineligible. The program is also closed to dependent personnel of active duty members not accompanying their sponsor. "It's common for dependents to stay behind and try to send a vehicle later," said Jamir. "It's simply against the rules."

Just as the list of who is eligible to use OPLIFT is limited, so are the items you can send through the program. " If you can drive it, or it floats, we can probably send it, says Chief Storekeeper (SW/AW) Fernando Arlanza, who maintains the customer list for the program. "There are a few exceptions. Oversized trucks, trailers, and even motor homes can be moved through OPLIFT, as well as boats and personal watercraft like jet skis."

However, these items must not require any special handling beyond the transiting ships' capabilities, such as special booms, rigging, or crating.

OPLIFT users are asked to sign a waiver to preclude the government from any liability, and must ensure their boat or vehicle is in running condition. Almost every OPLIFT is successfully completed without any damage to the material, although occasionally minor scratches or dents may occur during loading. This seldom happens to OPLIFT customers.

The OPLIFT program has moved more than 350 boats, vehicles and household goods shipments, saving the Navy more than $1.3 million in transportation funds. The MIDPAC Supply department processes movement requests, provides status to

'Letters from the front' competition

American Forces Press Service

"Dear Service Member, I just want to say thanks for ...".

Judges in the first Letters to the Front Letter Writing Contest will be reading this phrase a lot. All entries must begin with it.

Commissaries are helping to gather letters of appreciation to U.S. troops stationed overseas as part of this wide-reaching contest, said Marsha Roberts, producer of the theatrical show Letters to the Front, currently touring military bases overseas.

While the show was touring military bases overseas, many troops thanked the company for not forgetting them, said show director-writer Robert Rector.

"It occurred to us that there was no reason we, as a nation, couldn't have an ongoing letter- writing campaign for our troops."

Thus the Letters to the Front contest was born.

The contest is open to the public. Grand prizes will be awarded in three age categories: under 12, 12-18, and 19 and older. The prizes are $3,000 for school-age contestants and a $3,000 computer system for adults, Roberts said.

Letters must be 100 words or less. Every commissary currently has special entry forms and deposit boxes. Entries in these boxes are eligible for local prizes, such as T-shirts and baseball caps, Roberts said.

Persons without access to a commissary can send their entries to: Letters to the Front Contest 6595 Roswell Road, Suite 661, Atlanta, Ga., 30328.

Members of the nearest chapter of The Retired Officers Association will judge local contests, Roberts said.

The contest runs through Veterans Day, Nov. 11, Roberts said. Winners will be notified by mail. Winning entries will be posted on the Internet at <a http://www.letters-from-the-front.com/contest1.htm>www.letters-from-the-front.com/contest1.htm.

ADSsss

Fiscal year 1999 recruiting and retention

Navy Wire Service

The active duty Army, Navy and Marine Corps met their congressionally mandated end strength for fiscal 1999, while the Air Force ended the year 2.8 percent understrength.

Four of the six Reserve components met their congressional mandate. The two exceptions were the Navy Reserve, which made 98 percent of its end-strength; and the Air Force Reserve, which attained 97 percent of its end strength.

All Services had a very challenging recruiting year due to the expanding U.S. economy, the increased availability of college funding and a shrinking skilled work force. They were able to meet their end strengths as a result of high retention rates.

The Department of Defense attributes these retention rates in part to the hard work of military leaders, the comprehensive pay package that President Clinton will sign this afternoon and the high quality servicemembers currently serving in our armed forces.

The 2000 Defense Authorization Bill offers the most comprehensive and largest pay increase since 1981 and includes a 4.8 percent pay raise, pay table reform that targets non-commissioned officers and mid-grade commissioned officers, and retired pay reform.

In an effort to improve its recruiting efforts, the Department of Defense hired Carter Eskew, chief executive of Bozell-Eskew, and Mike Murphy, vice president of Murphy Pintak Gautier Hudome, to evaluate its recruiting program.

While military service has always offered America's young people challenging and rewarding opportunities, getting that message out in today's highly competitive environment is more critical than ever.

In addition to increasing the numbers of recruiters and recruiting stations, the services are working to improve the effectiveness of their advertising programs.

FY99 Active Components End Strengths

Component	*Authorized Strength*	*Actual Strength**	*Difference*
Army	480,000	479,100 (99.8%)	900
Navy	372,696	372,696 (100%)	0
Air Force	370,882	360,574 (97.2%)	-10,308
Marines	172,200	172,517 (100.2%)	317

*Services are considered to have met end strength if they are within .5%.

FY99 Reserve Components End Strengths

Army Guard	357,223	357,450 (100.1%)	227
Army Reserve	208,003	205,200 (98.6%)	-2,803
Navy Reserve	90,843	88,961 (97.9%)	-1,882
Air Guard	106,992	105,650 (98.7%)	-1,342
Air Force Reserve	74,243	71,684 (96.6%)	-2,559
Marine Reserve	40,018	39,966 (99.9%)	-52
Coast Guard Reserve	8,000	8,050 (100.6%)	50

*Services are considered to have made end strength if they are within 2%.

Navy moves closer to 'Theater Wide Ballistic Missile Defense'

Navy Sea Systems Command
Wire Service

The U.S. Navy Aegis cruiser USS Shiloh (CG 67) conducted the Aegis Leap Intercept Control Test Vehicle 1A (CTV-1A) flight test in the mid-Pacific using the range facilities of the Pacific Missile Range Facility at Kauai, Hawaii on Sept. 24.

The CTV-1A flight test demonstrated the first shipboard launch of the Standard Missile 3 (SM-3), the U.S. Navy's new exo-atmospheric missile designed to counter the Theater Ballistic Missile (TBM) threat.

Shiloh launched the SM-3, achieving all test objectives, demonstrating airframe stability and control through the second and third stage separation event.

The Aegis Leap Intercept Project is part of the Navy Theater Wide Theater Ballistic Missile Defense program. It is a progressive series of flight tests which culminate in a series of intercepts of TBM targets in the exo-atmosphere. The CTV-1A is a significant milestone in the Aegis Leap Intercept flight test series.

Together the Ballistic Missile Defense Organization and the Program Executive Office for Theater Surface Combatants in Arlington, Va. are responsible for developing and fielding highly effective Aegis ship-based missile defense for the joint warfighter.

The Program Executive Office for Theater Surface Combatants executes the Navy Theater Wide program.

Lockheed Martin Government Electronic Systems develops the Aegis weapon system used aboard these cruisers, while Raytheon Missile Systems Company develops the SM-3.